over the gear housing..." can be said to taught by Ineson et al.

Fig. 2 of Ineson et al shows a groove in which an inwardly turned shoulder rests. This shoulder is part of the plastic, molded on, integral casing 66, which is overmolded onto the motor housing to seal the motor housing and thus help eliminate contaminates from entering the motor housing.

Contrary to the way the Examiner has read Ineson et al, the motor housing in Ineson et al is clearly set forth in the first paragraph of column 4.

As noted above, in Ineson et al the motor housing is enclosed by a sheath 66 of plastic material (see column 4, lines 45-47 and column 5, lines 4-10 and lines 19 and 20), which is made by injection molding. A part of this injection molded sheath engages an encompassing groove 74 in the front cap (18). It is important to note that the annular groove 74 is located in the front cover 18, which is part of the motor housing.

Quite aside from this, however, no indication can be found anywhere in Ineson et al of combining a motor housing and a gear housing with one another by roller-burnishing, because Ineson et al simply does not disclose a gear housing.

In contrast to this, the sheath (66) of Ineson is made from plastic, and this plastic flows into the annular groove (74) during the injection molding process without requiring an external deformation force.

However, in contrast to this, the claims of this application include roller-burnishing, in which metal is plastically deformed by means of a force.

Using Oruganty et al in combination with Ineson et al is not seen to add to the teaching of Ineson et al with respect to the claimed subject matter which Ineson et al is missing, because in Oruganty et al, the housing 154 is said to be a coupling housing, see Oruganty et al at column 4, line 32, and not a gear housing.

Moreover, the specification of Oruganty et al is silent as to how the motor housing 53 is connected to the coupling housing 154, although figure 2 tends to show their being connected by bolts. And this is exactly what applicants are trying to avoid with the invention of this application.

This is precisely why claim 8 includes the recitation "...the slipped on region of the motor housing (13) that fits over the gear housing (17) is roller-burnished into the gear housing (17)." This recitation, and the structure it requires, is simply not taught in Ineson et al, nor in Oruganty et al, nor in any of the prior art that is of record in this application.

Further, since the casing 66 of Ineson et al is molded in place on the motor housing, there is no way that the structure of Ineson et al can be said to meet the limitations of claims 10 and 11. The channel 74 of Ineson et al is filled with the material of the housing 66 as it is molded into place. This is an entirely different situation from structures as recited in claims 10 and 11 which are made to engage each other by roller-burnishing.

Reconsideration and allowance of the claims are courteously solicited.

Respectfully submitted,

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